

element of protection offered may be greatly increased over the standard cross-arm alternating light, by providing, in addition, automatic gate arms.

In the European countries a very large number of the railway-highway intersections are at grade. Universally these are protected by gates, usually manually operated. The gates themselves are light and not strongly designed, but they have the essential quality of placing a barrier across the highway during the period of the passing of a train, and quite frequently for a considerable time before. Evidently the drivers on European highways accept the idea of waiting a reasonable time for the trains to cross, in contrast to the all-too-prevalent willingness in this country to risk life in a race for the crossing.

It is probably true that without significant exception the drivers, if the decision is definitely made by interposing a gate arm between the traveled way and the tracks, will not only obey but will have a great feeling of relief that they are driving safely. The interposing of a gate is of particular importance where there is more than one track, and, by proper design of reflecting lights on the gate arm, the hazards of night driving are materially reduced by the barrier of warning lights across the traffic lanes. This discussion must not be construed to temper the determination to do away with all grade crossings by elimination as a goal, but rather to make more effective the protection of crossings that we know cannot be reached for some time.

The Public Utilities Commission of the State of Oregon has issued an order establishing standards for highway-railroad grade crossing protection in that state. Among other requirements, the statement is made that all automatic highway crossing signals installed at public grade crossings shall substantially conform to specifications outlined in two drawings accompanying the order, one of which shows a standard flashing-light signal and the other showing a standard wig-wag signal. The commission states that the flashing-light installation may be modified, at the railroad's wish, by construction including a revolving "Stop" banner, such banner to conform in color, shape and size with the standard highway stop sign used by the Oregon State Highway Commission.

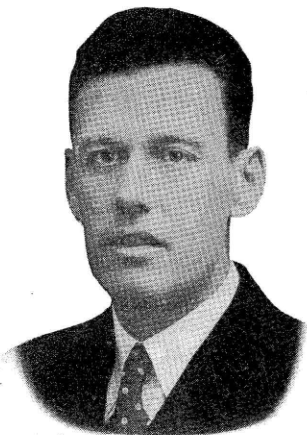
Crossing signals automatically controlled shall be installed so as to display a warning aspect for approximately 25 sec. with limits of 20 to 30 sec., in advance of the normally fastest train operated over the crossing protected. The specification states that, where needed, a bell will be prescribed by the commission, and is to sound in conjunction with the operation of the signal.

G. H. Caley, electrical and signal engineer of the New York, Ontario & Western, with headquarters at Middletown, N. Y., has been appointed general manager. Succeeding Mr. Caley as head of the electrical and signal department, Herbert H. Shannon has been appointed electrical and signal supervisor.

Changes on The Pennsylvania

A. H. Rudd, chief signal engineer, Pennsylvania Railroad System, with headquarters in Philadelphia, Pa., retired at the age of 70, on March 31. H. L. Stanton, superintendent of telegraph and signals, Eastern Region, with headquarters in Philadelphia, has been promoted to assistant chief engineer-signals, in the office of W. D. Wiggins, chief engineers. W. M. Post, assistant chief signal engineer, with headquarters in Philadelphia, has been appointed signal engineer, with the same headquarters. C. W. Hixson, superintendent of telegraph and signals, Western Region, with headquarters in Chicago, has been transferred to Philadelphia to succeed Mr. Stanton as superintendent of telegraph and signals, Eastern Region. R. F. Raughley, assistant superintendent of telegraph and signals, Eastern Region, with headquarters in Philadelphia, has been promoted to superintendent of telegraph and signals, Western Region, to succeed Mr. Hixson.

H. L. Stanton, superintendent of telegraph and signals, Eastern Region, with headquarters in Philadelphia, has been promoted to assistant chief engineer-signals, on the staff of the chief engineer, W. D. Wiggins, with headquarters in Philadelphia. Mr. Stanton was born at Bridgeport, N. J., in 1887, and completed his education at Temple University, Philadelphia. He entered the service of the Pennsylvania in 1906, and in 1916, was promoted from signal foreman on the Middle division to assistant inspector in the signal engineer's office, and in 1917,



H. L. Stanton

was promoted to assistant supervisor on the Renova division, being transferred to the similar position on the Pittsburgh division in 1918. Mr. Stanton was assigned, in 1927, as telegraph and telephone engineer in the office of the superintendent of telegraph and signals, Western Region, at Chicago, and in 1927, was promoted to superintendent of telegraph and signals, Eastern Region, which position he held until his recent appointment.

Welles M. Post, assistant chief signal engineer, with headquarters in Philadelphia, has been appointed signal engineer, with the same headquarters. Mr. Post was born at Andover, Conn., on July 10, 1876, and entered the signal department construction forces of the New York, New Haven & Hartford in May, 1896. He was later appointed batteryman and then promoted to maintainer. In 1900, he was appointed division signal foreman on the same road, resigning in June, 1905, to become circuit draftsman in the signal engineer's office of the Pennsylvania. In February, 1906, he was promoted to assistant supervisor of signals on the West Jersey & Seashore and in December of that year was transferred to the Pittsburgh division as assistant supervisor of signals. In February, 1909, he was promoted to supervisor, having jurisdiction over the Chautauqua division, and in June of the same year he returned to the signal engineer's office, becoming supervisor of signals. One month later he became supervisor of signals of the New York division, and in July, 1916, he returned to the signal engineer's office as



W. M. Post

signal inspector of the Eastern lines. In January, 1917, he became assistant signal engineer of the Eastern lines, and from February, 1918, to September, 1918, he was assistant superintendent of the Middle division. From September, 1918, to March, 1920, he was assistant superintendent of the Pittsburgh division, and on the latter date he became superintendent of telegraph and signals of the Central Region. In 1925, Mr. Post was promoted to assistant chief signal engineer, with headquarters in Philadelphia, which position he has held until his recent appointment. Mr. Post has for many years been an active member in the Signal Section, A.A.R., having served as chairman of this body in 1925.

C. W. Hixson, superintendent of telegraph and signals of the Pennsylvania, Western Region, with headquarters in Chicago, has been transferred to Philadelphia, Pa., to succeed H. L. Stanton, superintendent of telegraph and signals, Eastern Region, whose promotion is
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